

Charter  
Applic

Byrnes, S.M.

ADMINISTRATIVE FILE ✓

Charter

Byrnes, S. M.

June 29, 1945

Mr. Joe Konow  
1848 Broadway  
New York, New York

Dear Sir and Brother:

Enclosed you will find a copy of a letter from  
S. M. Byrnes, Secretary of the Steamship Workers  
Society of America.

We have means of correspondence from the individual  
in regards to the possibility of organization amongst  
the office workers employed by the Steamship Company  
in the New York area.

I would suggest at this time that you make contact  
with this individual, possibly meet with him and  
make a determination in your own mind, at least, and  
report your recommendations and thoughts on the  
matter to this office.

Fraternally yours,

Robert L. Graham  
Assistant to the  
General President

RLG/alb  
Encl

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

435 W 54<sup>TH</sup> ST  
New York 19, N.Y.

NEW YORK

June 25<sup>TH</sup> 1956

Re - Steamship Office Workers Union

To R. L. GRAHAM  
Asst. To The General President  
INTERNATIONAL BROTHERHOOD OF STEAMSHIPERS,  
25, LOUISIANA AVE.  
WASHINGTON, D. C.

Dear Mr. Graham,

I believe that I have during my extensive correspondence thoroughly explained the movement and potential involved in the containment and organization of the office workers in the steamship industry.

This movement has been kept alive and intensified, and has been a long hard pull. Putting all the income from this society, and all the money I and the committee raised by any means possible.

During this period, I have cultivated, and extended our influence in the I. B. S. <sup>including</sup> CAPTAIN Bradley President, and all the important leaders in the I. B. S. in and out of office, and a great number of the rank and file seamen. They are convinced that the office workers in the industry should be organized.

CAPTAIN Bradley has been in favor of this movement for some time, and went so far, as to offer rent free, his downtown office completely furnished with telephone, and to have my printing done, plus the cost of mailing for our extensive mailing lists now covering from 12 to 15000 names and addresses.

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields;  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.



THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

II

NEW YORK

This Sincere offer By CAPT Bradley, was given about a month ago. And while we were gratified, our acceptance, hinged on the release of the charter held by other parties in the I.L.A. or the issuance of a new charter by CAPTAIN Bradley. As we feel that it would be insecure to proceed without benefit of a charter

The Holders of this charter while expressing willingness to go along. And surrender their charter under certain conditions, which we have agreed to. Have not as yet done so. Not from any reluctance to do so, in fact over a year ago they expressed their willingness to go along and give us their complete support, under a charter of the INTERNATIONAL OFFICE WORKERS. This we did not do, for various reasons. Among one was that I wanted either the I.L.A. or the TEAMSTERS.

This move I believe, was to have control of the office workers. But not the responsibility for their organization and this is understandable. Looking at it from their point of view.

I could see the purpose of holding up the drive for the office workers. While there was a possibility of a tie up with the TEAMSTERS. As in the end it would make our position very strong. But this situation, is I feel due to shortsightedness on their part. And would not produce any fruitful effect on the LONGSHOREMEN'S STATUS. Now or in the future.

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its peak or maximum capacity in world commerce.  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed in our Country in time of war.



THE STEAMSHIP WORKERS SOCIETY OF AMERICA

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M

NEW YORK

I would like to have a yes on the answer  
to the first question, and information as to the proper  
procedure, on the other, as soon as it is possible for  
you to do so.

(1) if I can produce the complete support for  
this drive to organize the steamship office workers from  
captain Bradley, the officials and leaders of the ILA,  
and the holders of the present charter, who are a potent  
force in the ILA, will the International Brotherhood of  
Teamsters and its Washington office, issue a charter for that  
purpose, and supply the necessary funds, to finance the  
drive, I think this would form a very strong link between  
the ILA and the Teamsters, that may be very useful in the future.

(2) Should I initiate the application for a charter  
through your New York organizational office, through  
John O'Rourke, Martin Lacey, or Mr. Hecker's office  
I feel that the office where the ILA influence is  
recognized is the logical one. But which one?  
I don't want to and cannot afford to make any  
mistake after waiting this long.

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry,  
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To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its  
place of second-to-none in world commerce;  
To ~~advocate and support~~ the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be  
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THE STEAMSHIP WORKERS SOCIETY OF AMERICA

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OFFICE OF THE SECRETARY

NEW YORK

*TAKING INTO CONSIDERATION, THE PAST AND PRESENT  
ACTIVITY, AND CONDITIONS ON THE WATERFRONT AS A WHOLE,  
I HOPE AND SO DO THE COMMITTEE, AND ALL OUR FRIENDS ON THE  
WATERFRONT, THAT NOW IS THE PHYSIOLOGICAL TIME TO OPEN  
THE DRIVE, AS IT WILL BE THE SHOT IN THE ARM NECESSARY TO  
BUILD THE MORALE OF THE OFFICE WORKER AND HOLD THE  
I.L.W. TOGETHER*

*Sincerely  
SM (Bill) BYRNES  
Secretary,*

A mutual and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields.  
To advise and support the statement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce.  
To advise and support the seamen, mariners, officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

CHARTER APPLICATION

Byrnes, S. M.

Dear Mr. Graham

Now That The Convention Is Over, AND  
CONDITIONS ARE RETURNING TO NORMAL, PERHAPS  
YOU ARE NOW IN A POSITION TO INDICATE TO THIS  
SOCIETY, WHAT COURSE THE TEAMSTERS INTEND TO  
ADOPT, IF ANY AS REGARDS THE APPLICATION  
SUBMITTED IN THE EARLY PART OF THE YEAR, FOR  
A CHARTER, FOR THE ASSOCIATED STEAMSHIP  
OFFICE WORKERS, FROM THE INTERNATIONAL  
BROTHERHOOD OF TEAMSTERS.

My Port Committee AND MYSELF INCLUDED  
WERE UNDER THE IMPRESSION THAT THE OIA AGAIN  
ON AGAIN PACT WITH THE I. L. H. WAS IMPLEMENTED  
BY THE WASHINGTON OFFICE OF THE TEAMSTERS.

THE RECENT TELEVISION INTERVIEW  
PARTICIPATED IN BY MR. MEANY, SPEAKING OSTENSIBLY  
FOR MR. BECK, HAS DISSIPATED THIS OPINION  
HELD BY SO MANY.

IN ACCORDANCE WITH YOUR WISHES  
THIS SOCIETY HAS KEPT OUR STEADILY GROWING  
GROUP INTERESTED AND INTACT. AND AS TIME  
DRAWS NEAR FOR OUR CONTEMPLATED DRIVE, I WOULD  
LIKE YOUR VIEWS, FOR THE TIME BEING, I WILL  
NOT ITOUT. UNTIL IT BECOMES OBVIOUS, THAT WE  
WILL HAVE TO GET ALONG WITHOUT THE VALUABLE  
AID, AND DESIRED SUPPORT OF THE TEAMSTERS.



FRANKLY I DONT BELEIVE THAT OUR  
PEOPLE WOULD BE IN SYMPATHY, WITH ANY  
FURTHER EXTENDED DELAY, AND HAVE NO DESIRE  
TO BE CAUGHT IN THE MIDDLE OF ANOTHER  
2WAY FIGHT FOR CONTROL OF THE HARBOR

NOR DO WE HAVE ANY DESIRE OR  
INTENTION TO CRITICIZE THE PAST PERFORMANCE  
OR THE PRESENT EFFORTS OF ANY GROUP HERE  
IN NEW YORK HARBOR. FOR IN BACK OF THIS  
SPARRING FOR POSITION BY A FEW, STAND  
THE KANK AND FILE OF HARD WORKING  
ERNEST PEOPLE WHO HAVE MUCH IN COMMON  
WITH OURS.

Sincerely

Bull Bynum

435 WEST 54<sup>TH</sup> ST

NY 19 NY

gib

Byrnes, S. M.

Mr Graham

When you are ready, I will at  
course hear from you

In the meantime I have 500.  
Truckers AND Warehousemen. Ready to  
be plucked right after the first of  
the year. They do not belong to  
the Teamsters or the I. W. O. But are  
thoroughly disgusted with their present  
A. F. L. Union and desire a change  
and mean to have it without delay.

They like the office workers  
are not potential, people who desire  
organization, cannot be classified as P

The enclosed letter to John  
Graham has had wide circulation, I want  
to reduce this to pamphlet form and  
use it as a slogger up. At the start  
of my drive

Bill Byrnes

If you have any ideas how the Truckers  
should be handled I would appreciate  
your advice.

**THE STEAMSHIP WORKERS SOCIETY OF AMERICA**

STATE CHARTER APPLIED FOR

**OFFICE OF THE SECRETARY**

435 West 54th Street  
New York 19

NEW YORK

**Committees**

October 15, 1955

**Legal:**  
Albert Geiger, Atty.,  
General Counsel,  
Chairman

Mr. John J. Grogan, President  
International Union of Marine and  
Shipbuilding Workers

**Welfare and  
Insurance:**  
Alexander Cooper, M.D.,  
Chairman

Dear Mr. Grogan:

**Merchant Marine  
Affairs:**  
Geo. Ramsey,  
Chairman

In your recent press release, published in the  
New York Times, you were moderate when you said that the  
Federal Maritime Commission was being irresponsible in its  
transfer of American built vessels to Foreign Registry.

**Labor:**  
Geo. Johnson, Economist,  
Chairman

They are in effect, while not intentionally,  
contributing to the further depletion of our American com-  
merce, the undermining of our American economy and the dis-  
placement of untold thousands of our American labor, and  
are unintentionally playing into the hands of the World  
Shipping Organisation, whose primary purpose is to capture  
the trade of the entire North American continent.

**Organisation:**  
Dennis O'Leary,  
Chairman

When an American vessel is transferred to a  
steamship company of Foreign Registry, it loses its identi-  
ty as such and becomes an instrument in the hands of the  
World Shipping Organisation, to which all foreign shipping  
companies belong. Of course, this action, through its  
chartering, enables the Maritime Commission to build more  
vessels, but also sets up in business the foreign shipper,  
whose primary purpose is to take business away from our own  
ship operators and the American businessmen, and requires  
the American taxpayer to pay for the business ventures of the  
foreign steamship operator and continue them in business,  
against the best interests of our American ship operators,  
our businessmen and organized labor.

**Finance:**  
F. Zaleski,  
Committee Secretary

These foreign steamship operators organize and  
operate their own freight agencies, brokerage houses,  
stevedoring companies, insurance companies and banking  
facilities, under so-called American companies, in case  
only, to preclude the possibility of any American business  
firm whatsoever profiting from their enterprises.

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry,  
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10/15/55

The Federal Maritime Commission is trying to keep pace with the number of bottoms or gross tonnage being built by foreign nations. But in transferring them to Foreign Registry they are defeating the purpose for which they are built. We will have the ships, but we lose our world trade and commerce.

This Society has not heard, nor has it read about Great Britain building for or transferring vessels to anybody but British shipping interests.

In the last three months contracts have been let, by European financed, so-called American steamship companies, the Union Oil Company and the Shell Oil Company, who all do a lucrative business in this country - for the construction of over 200 vessels in British, Dutch and German shipyards. If the United States is good enough to make money in, then American shipyards are the places to build them, if we are to maintain our standard of living, our people working and our economy strong.

In the transfer of operation of American built and owned ships to Foreign Registry, the American Seamen's unions lose, for all time, the members of the crews and they add to the already swollen ranks of the unemployed.

Joe Curran, in a recent talk, pointed out the ironies already made in the employable seamen. Out of the present 40,000 seamen enrolled, there is work only for 25,000. This is quietly, but very efficiently, chopping down the overall strength and employability of our American seamen and causing chaos in their ranks.

"Canada's fleet on steady decline."

The latest annual report of the Canadian Maritime Commission, which is not connected with the Royal Commission, has caused grave concern for the future of Canadian ship operators. Canada's deep sea merchantmen shrank still further in the last year from 47 to 20 vessels. This Commission pointed out that on the completion of the St. Lawrence Waterway the force of numbers of British merchantmen would reduce the operations of Canadian ship operators to a trickle. What will it do to the Port of New York? It will enable the World Shipping Corporation and foreign shipping to bypass the Port of New York completely.

The seas Commission went on to complain that British and other Foreign Registry vessels, which operate at lower labor costs, can and do outbid the Canadian ship operator on bulk cargo and contracts on large machinery and automobile—

shipments. That very same situation has been what the American ship operators have had to contend with for a long time.

**"American Merchantmen 50% of its Prewar Strength."**

In a recent published report by the American Merchant Marine Institute, they list 17 dry cargo and passenger ships as being inactive (while foreign vessels are leaving American ports loaded to the gunwales with American goods). This Agency went on to report that in relation to the American prewar fleet, passenger vessels represent one-third by number and freight carrying vessels one-third by number - or 50% of the prewar 1939 fleet.

Transfer enough American vessels to Foreign Registry and our once proud merchantmen will disappear from the marine highways of the world. Without world commerce we cannot exist as a nation. This country fought one war to protect our trade and world commerce. Now we are giving it away for nothing.

This situation is serious, and it is evident that 75% of all outward and inward freight in this country is controlled by the British and foreign steamship companies who, of course, are members of the World Shipping Organization.

Let's kick this World Shipping Organization out into the open. This organization is exactly what its name implies - the deterioration of this organization to control trade and ocean traffic on a world wide basis. Their tentacles now reaching into every corner of the globe are evidence enough.

This organization and the foreign steamship and shipping interests had the gall to ask the Federal government to surrender its rate-setting privileges and its tariff control and to insist to the Federal Trade Commission that their agents be awarded all of the freight on goods shipped under the Economic Recovery Act, with utter disregard as to the hardships it would work on our own steamship operators. Fortunately, the present Administration stopped that in its tracks. We are beginning to wake up.

A striking example of the lowering of our protective tariff is reflected in the activities of a Central American Shipping Company saturating the market with crude oil by nearly 20 million tons at a price cheaper than our oil companies can produce it. The effects are so far reaching than it appears. It has resulted in the displacement of thousands of railroad men, oil field workers, teamsters, and has made great inroads in the coal-

Mr. John J. Grogan

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10/15/33

industry, reducing the earning power of our labor and seriously disturbing our economic structure.

The Port of New York, its Longshoremen and its Steamship Office Workers lost the work on 1,265,000 tons of cargo diverted by Foreign Shipping Interests. To other Port of Loading and Discharge, broken down, this is 770,000 tons of outward freight that should have been processed by the office workers and loaded by the Longshoremen, and 495,000 tons of incoming freight that should have been processed by the office workers and unloaded by the Longshoremen. In 1954 the Port of New York handled less percentage of the general cargo volume than they have in 30 years. This is not guess work, these are facts that can be supported by records of The Port of Authority. THIS IS SIMPLY CHASTISEMENT OF THE STEAMSHIP WORKER THROUGH HIS PAY ENVELOPE - AND ENTRAPMENT OF LABOR ON A VERY WISE FRONT.

This is evidence that through the shifting of cargo to ports of their own choosing, that the World Shipping Organization are in a position to make or break anybody of labor in any port on the Atlantic Seaboard. This stranglehold must be broken.

Is it wise to buy foreign goods in foreign countries produced by low salaried workmen in competition with American businessmen who are required to pay good wages; to charter our ships to foreign steamship companies to compete with our own ship operators; and to lift our tariff barrier to admit foreign goods at the expense of our businessmen, our manufacturers and organized labor.

This Society will not enter into any dispute as to why it is done, but does protest its continuance.

This Society believes that we should develop and improve foreign relations whenever and wherever possible. But let's not give the whole country away, lock, stock and barrel. Friendship that you have to buy is not worth a tinker's damn. That has already been brought home to this nation, crystal-clear.

This Society does promote the proposition that American goods be shipped on American ships to help the American ship operator and the American Merchant Marine Institute recapture our lost American world commerce.

That all American ships be retained and operated under the American flag; manned and maintained by American labor.



Mr. John J. Grogan

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10/15/33

This Society urges that all steamship labor be allowed to return unmolested to a secure and peaceful existence, consistent with American practice and custom.

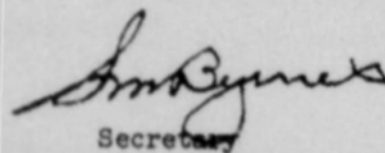
That ships for all companies doing business in the United States permanently, be built in American shipyards.

This Society knows who its friends are and thanks them for their splendid past support. When the time comes, they, in turn, can be assured of ours.

There are times when we must stand up and be counted, and give courage where courage is most needed.

This Society salutes the courage and the indomitable spirit of the leaders of labor in the steamship industry, whose everance of problems confronting steamship labor is constant and work incessantly to correct a difficult situation.

This Society plans to send a copy of this letter to Mr. Grogan to every business firm and every shipper engaged in the shipment or transshipment of American goods - from Portland, Maine to Houston, Texas, and to the West Coast, if necessary.

  
Secretary

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields;  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

NEW YORK

Robert L. Graham.  
Assit. to the General President.  
International Brotherhood of Seafarers.

Oct 31 1955

CHARTER APPLICATION ✓

Byrnes, J. M.

DEAR MR GRAHAM:

THANK YOU FOR YOUR LETTER. I BELIEVE  
NOW, THAT MY SOURCE OF INFORMATION, WHICH I PRESUMED  
TO BE ACCURATE, IS BY NO MEANS RELIABLE.

PLEASE REMEMBER THAT MY DESIRE FOR  
INFORMATION, IS PROMPTED ONLY BY PRESSURE FROM MY  
PEOPLE, WHO DO NOT SEEM TO REALIZE THAT A IMMATURE  
MOVEMENT, MAY UPSET THE CAREFULLY LAID PLANS OF  
THE INTERNATIONAL.

YOU HAVE MY COMPLETE CONFIDENCE,  
AND WHILE I AM IMPATIENT TO GET THIS PROJECT UNDER  
WAY, THERE WILL BE NO OUTWARD MOVE UNTIL I RECEIVE  
WORD FROM YOUR OFFICE. WE WILL WAIT, NOT PATIENTLY,  
BUT WE WILL WAIT.

IT WILL NOT BE NECESSARY FOR YOU TO  
ANSWER THIS LETTER, AS I FEEL YOU NOW HAVE MORE  
THAN ENOUGH TO OCCUPY YOUR TIME. THANKING YOU  
FOR YOUR PAST COURTESIES I REMAIN

Sincerely

*Samuel*

A national and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry,  
through the creation of advisory and service committees in the welfare, educational, legal and political fields;  
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CHARTER APPLICATION

Byrnes, S. M.

October 25, 1955

Mr. S. M. Byrnes, Secretary  
The Steamship Workers Society of America  
135 West 54th Street  
New York 19, New York

Dear Mr. Byrnes:

This is to acknowledge receipt of your last letter and, as previously indicated, the matter is under consideration. You will be notified by this office at such time as this International union feels that the opportune moment has arrived.

Very truly yours,

Robert L. Graham  
Assistant to the  
General President

RLG/elb



New York  
Oct 24<sup>th</sup> 1955

Mr Einar O. Mohn, Vice President  
International Brotherhood of Teamsters

Dear Mr Mohn

I HAVE BEEN WATCHING WITH INTEREST  
IN THE NEWSPAPERS, DEVELOPMENTS OF THE WORKING  
AGREEMENTS OR PACT, BETWEEN THE INTERNATIONAL  
BROTHERHOOD OF TEAMSTERS, AND THE I.A.A.

OF COURSE I REALIZE THAT A NEWSPAPER  
VERSION, AND FACTS ARE SOMETIMES WIDE APART,  
OUR ORGANIZATION IS STILL INTACT, ONLY MUCH  
STRONGER.

I WOULD LIKE TO BE BRIEFED ON PROGRESS,  
CONFIDENTIALLY, SO I CAN CHART OUR FUTURE  
COURSE,

AT THIS TIME I WOULD LIKE TO POINT  
OUT, THAT THIS CAMPAIGN FOR THE ORGANIZATION  
OF THE STEAMSHIP OFFICE INDUSTRY, SHOULD START  
IMMEDIATELY, AFTER THE NEW YEAR'S HOLIDAYS  
ARE OVER,

I WOULD LIKE TO POINT OUT ALSO, THAT  
I NEED TWO MONTHS FOR PREPARATION, AND  
LAYOUT OF THE ORGANIZATIONAL DRIVE, THIS  
INCLUDES, A CREW OF 3 OR 4 CAREFULLY  
SELECTED MEN BESIDES MYSELF, AND AN OFFICE  
IN THE STEAMSHIP AREA,

Mr John Conte,

II

Enrolling Prospective Members Prior  
To The Inception Of The Campaign, Will Encounter  
Less Resistance, And Be Less Expensive To  
Accomplish, Than After The Campaign Has Started,  
When The Opposition Will Be The Strongest.

Let us Not Prolong This Waiting Period  
Until The I.B.L. And The I.L.A. Decide To Make  
Another Attempt For Control Of The Waterfront.  
Before We Get Caught In The Middle Of Any  
2 Way Fight, As This Would Tend To Weaken  
Our Effectiveness, And Jeopardize Our Success.  
This Campaign Should Be Well Underway By  
That Time.

We Intend To Open This Campaign  
Here In New York, On All Fronts At The Same Time  
Knocking The Entire Steamship Industry Off  
Balance, And Through The Element Of Surprise  
Keep It Off Balance Until The Entire Industry  
Is Cracked Wide Open.

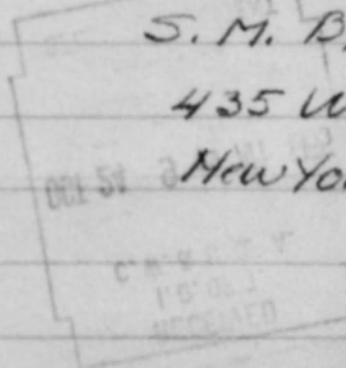
May I expect a Reply As Soon As  
Possible.

Respectfully Yours,

S. M. Byrnes

435 West 54<sup>th</sup> St

New York 19 NY.



THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

CHARTER APPLICATION

*Byrnes, J. M.*

X

NEW YORK

Sept. 22 1955

DEAR Mr GRAHAM

I RETURNED TO WORK TO DAY AFTER  
A THREE MONTH LEAVE AT NAS-MEC. IN WHICH  
TIME, I WHIPPED EVERYTHING INTO SHAPE  
UP AND DOWN THE COAST, AND HAVE GAINED  
CONSIDERABLE STRENGTH HERE IN N.Y.

NOW I AM GOING TO SET BACK  
AND WAIT FOR YOUR OFFICE TO MAKE THE  
MOOC.

I PROBABLY HAVE BEEN A Pest, BUT  
IF I HAVE IT IS BECAUSE MY MEN HAVE  
BEEN PUSHING.

THANK YOU FOR YOUR PATIENCE AND  
CONSIDERATION. I WILL LOOK FORWARD TO HEARING  
FROM YOU SOON.

Respectfully  
Bill Byrnes

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry,  
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THE STEAMSHIP WORKERS SOCIETY OF AMERICA

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OFFICE OF THE SECRETARY

CHARTER APPLICATION

By *Byrnes, S. M.*

X

X

NEW YORK

*R. L. Grahame*  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Sept 3 1955

DEAR MR GRAHAM

MY TRIP TO THE OUTPORTS WAS REASSURING.

I HAD A LITTLE HASTINESS IN BALTIMORE SOME  
FELLOW SAYING HE WAS FROM THE HOTEL MENS ASSN  
I UNDERSTAND CALLED YOU UP MAKING A LOT  
OF RIDICULOUS STATEMENTS. ONE OF MY MEN RECOGNIZED  
THIS FIRM. AS A LOCAL SHIPPING ASSN MAN. I HOPE  
THE FELLOW HAS NOT INJURED OUR CAUSE IN  
ANY MANNER AFTER CALLING YOU HE DONE EVERY  
THING HE COULD TO BRAND THIS MOVEMENT AS  
A FAKE. WHAT HE DID NOT REALIZE IS THAT I AM  
A FURCH EDE MAN. AND WE HAVE A LARGE CTR  
IN BALTIMORE, & 15 FURCH EDE MEN WERE PRESENT.  
I HAVE INDEED SEARCHED MY CONSCIENCE AS YOU  
SUGGESTED. ONCE ORGANIZED, THERE WILL BE  
NO HEDGE HOPPING. UNDER ANY CIRCUMSTANCES  
I AM GLAD I AM DOING BUSINESS WITH AN HONORABLE MAN

A national and international society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry,  
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*Bill Byrnes*

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

NEW YORK

August 19, 1935

Mr. Graham,  
Assistant to Einar O. Mohn  
International Brotherhood of Teamsters  
100 Indiana Avenue, N. W.  
Washington 1, D. C.

Dear Mr. Graham:

Let us review the pertinent facts consistent with progress up to the present of the application for a charter for "The Associated Steamship Office Workers" within the framework of the International Brotherhood of Teamsters.

In the seven months of correspondence with your office, I have in effect accomplished nothing. No statement of policy. Not even an intimation that your office was seriously considering granting the Steamship Office Workers a charter. I have yet to receive anything concrete that I can honestly pass on to my people. I admit, without fear of contradiction, that it takes a damn smart man to do this, but that is hardly enough for me to go on.

I grant that Mr. Beck has indirectly advocated the fulfillment of my theories and ambitions for the shipping industry through the revelation of his organizational ideals, but I have not received any indication that myself or my organization were included in these plans.

I have in compliance with the wishes of Mr. Mohn and yourself kept my organization together working and expending daily without so much as a postage stamp from the Teamsters or the I. L. A.

Realizing that the balance of power of marine labor in the Port of New York will swing to the International of our choice, I believe that we are entitled to a statement of policy and financial assistance now if we are to continue. I will earnestly await your reply.

Respectfully yours,

S. M. (Bill) Byrnes  
Secretary

SMB:vm  
CC: Mr. Beck - Mr. Mohn

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce.  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services for service performed for their Country in time of war.

*Funch, Edye & Co.*  
INCORPORATED  
*Steamship Agents & Ship Brokers*  
25 Broadway  
New York 4, N.Y.  
August 19, 1935

Mr. Graham,  
Assistant to Elmer O. Mohr  
International Brotherhood of Teamsters  
100 Indiana Avenue, N. W.  
Washington 1, D. C.

Dear Mr. Graham:

Let us review the pertinent facts associated with progress up to the present of the application for a charter for "The Associated Steamship Office Workers" within the framework of the International Brotherhood of Teamsters.

In the course of correspondence with your office, I have to effect accomplished nothing. No statement of policy. Not even an intimation that your office was seriously considering granting the Steamship Office Workers a charter. I have yet to receive a statement that I can honestly pass on to my people. I admit a ~~statement~~ of contradiction, that it takes a damn smart man to ~~make a statement~~ that is hardly enough for me to go on.

Mr. Beck has indirectly advocated the fulfillment of ambitions for the shipping industry through his organizational ideals, but I have not received any intimation that myself or my organization were included in these

compliance with the wishes of Mr. Mohr and yourself? Organization together working and expending daily without so much as a word from the Teamsters or the I. L. A.

At the same time the power of marine labor in the Port of New York will swing to the International of our choice. I believe that we are entitled to a statement of policy and financial assistance now if we are to continue. I will earnestly await your reply.

Respectfully yours,

*S. W. (Bill) Byrnes*  
S. W. (Bill) Byrnes  
Secretary

SMB:vm  
CC: Mr. Beck - Mr. Mohr



*Funch, Edye & Co.*  
INCORPORATED  
*Steamship Agents & Ship Brokers*  
August 19, 1935  
25 Broadway

Mr. Graham,  
Assistant to Elmer O. Mohr  
International Brotherhood of Teamsters  
100 Indiana Avenue, N. W.  
Washington 1, D. C.

Dear Mr. Graham:

Let us review the pertinent facts consistent with progress up to the present of the application for a charter for "The Associated Steamship Office Workers" within the framework of the International Brotherhood of Teamsters.

In the seven months of correspondence with your office, I have in effect accomplished nothing. No statement of policy. No intimation that your office was seriously considering chartering the Steamship Office Workers a charter. I have yet to receive concrete that I can honestly pass on to my people. I am not four of contradiction, that it takes a damn smart man, but that is hardly enough for me to go on.

It is that Mr. Beck has indirectly advocated the fulfillment of his ambitions for the shipping industry through the International Brotherhood of Teamsters, but I have not received any indication that myself or my organization were included in these

ambitions with the wishes of Mr. Mohr and yourself together working and expanding daily without so much as a word from the Teamsters or the I. L. A.

That the balance of power of marine labor in the Port of New York will swing to the International of our choice, I believe that we are entitled to a statement of policy and financial assistance now if we are to continue. I will earnestly await your reply.

Respectfully yours,

*S. M. (Bill) Byrnes*  
S. M. (Bill) Byrnes  
Secretary

SMB:vm  
CC: Mr. Beck, Mr. Mohr

CHARTER APPLICATION ✓

X Byrnes, S. M.

August 18, 1955

Mr. S. M. Byrnes, Secretary  
The Mteaship Workers Society of America  
435 West 84th Street  
New York 18, New York

Dear Mr. Byrnes:

Despite the accounts in various newspapers, there is at the present time no agreement between the International Brotherhood of Teamsters and the International Longshoremen Association even pending.

At such time as there is a mutual agreement, and very necessary events leading up to it, you will be so notified.

Very truly yours,

Einar O. Mohe  
Assistant to the  
General President

ROM/alb  
RLG



# ROYAL NETHERLANDS STEAMSHIP COMPANY

KONINKLIJKE NEDERLANDSCHE STOOMBOT MAATSCHAPPIJ N.V.

ESTABLISHED 1864

AMSTERDAM (HOLLAND)

FUNCH, EDYK & CO., Inc.  
Freight Agents

15 BROADWAY  
NEW YORK & N. Y.

Cable Address:  
"FUNCH" NEW YORK

CODES  
A. B. C. 5th IMPROVED  
BENTLEY'S, SCOTT'S  
R. N. S. S. CO. PRIVATE

August 13, 1955

Einar O. Mohn  
Assistant to the General President  
100 Indiana Avenue, N.W.  
Washington 1, D.C.

Dear Mr. Mohn:

I enclose that by the time you receive this letter that the past, and supplemental agreements, with the I.L.A. will have been reconciled.

I have been trying to drive Capt. Bradley, Paaky Connelley and Taddy Glendon into the open, and into a definite stand or statement of policy in relation to the Steamship Office Workers without binding myself to any agreements, and without revealing my position with your office.

Of course, I ran up against their avowed desire to have us countered with their usual stalling tactics. While Glendon and Connelley tried to foister some of their cronies on me and in tacit agreements with them in order to draw them out. I too did some stalling and dressed my sails to offset any move to go around me.

Sure enough the attempt was made, it was a dismal failure and stupid in its approach. Attached is a copy.

In back of all this stalling, and inept steps at the office-workers in the desire on the part of the I.L.A. to gain control of the officeworkers through the framework of Local 153 and at the same time come face with the steamship companies. This they can do by joint arrangements with the teamsters.



Elmer O. Mohn  
Assistant to the General President

August 13, 1955  
Page 2.

My people will not have any truck with the international office workers. We know them all too well. You will notice that their offices are located a few floors below the I.L.A. executive offices in the same building.

In the meantime, I have been by-passing 14th Street and have been gaining considerable strength and support with the rank and file longshoremen. 9 out of 10 of these men are all for us. This has been done quietly and effectively while we were punching all the time for consolidation with the teamsters. In effect, the rank and file have forced 14th Street to make the present move.

Of course, when these pacts and agreements are concluded, I want to know exactly where I stand.

The method of organization and timing have been worked out to a fine point.

The objectives and intentions of the Associated Steamship Office Workers have been set down in our prospectus together with a wage scale set by an economist for every classification in the steamship offices, worked out in detail arrived at by the going rate in industry utilities and overland trucking and transportation, taking into consideration area differences and rates, stabilized by the Bureau of Standards of the U.S. Department of Labor.

Forms have been devised and printing arrangements made, everything is ready. My people are ready.

It being close to September, I would organize and promote and get all the pledges possible even if I had 100% of any steamship company. Before January let so that I would not preclude the possibility of the employees getting the Christmas bonus. Then I will qualify the different offices in blocks 5 & 10 at the same time. This would stop the possibility of the S/T companies of using the bonus as a bribe. But I would file on any of the Allied Industries immediately as there is no bonus problem.

Even to qualify any steamship companies by January, I would have to start very soon. These things can not be done on the spur of the moment, as in industry, these people, while sure of themselves, simply will not be rushed.

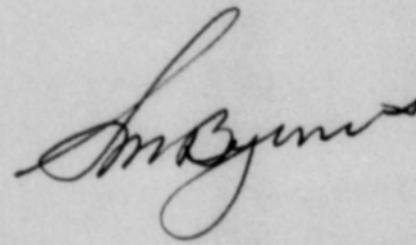
Elmer O. Mohn  
Assistant to the General President

August 13, 1955  
Page 3.

My original figure and plan for financing still stands. That is the setting aside of certain amounts of income in a retirement fund to retire indebtedness plus a reasonable interest until the cost of organization has been fully refunded, we are not looking for something for nothing.

To organize aggressively, and successfully and above all intelligently, an industry as large and as important as the Steamship industry requires substantial financial assistance to attempt to properly contain this movement on a shoe string would be slow and very difficult.

My plan is to hit hard and fast on all fronts. Here in New York to knock the entire industry reeling and off balance through the element of surprise and by swift and unexpected moves to keep them reeling and off balance and under pressure until I am in a position to start the qualification of not less than half the entire industry.



# LOCAL 153 A F L A UNION IS NECESSARY!

The University of Chicago School of Business has recently published in its "Journal of Business", the results of a study of the incomes of the office and clerical employees in comparison to the hourly-rated employees.

Always, until World War II, the office worker had the economic-social advantage.

Socially, he was in a top position because he presumably had a higher education.

The average "hourly-rated employee" viewed him with respect and planned to educate his children to achieve the status of an office employee. Also, he was on top financially!

During World War II, the pendulum started to swing sharply. Because the "Hourly-rated Employee" was heavily UNIONIZED and could bargain on a dollars and cents basis, he won financial recognition and began to march up the income scale. The office employee won pay hikes too, but his gains were much less impressive.

Obviously, a Union is necessary if the office and clerical employees ever hope to regain their proper social and financial position in both the company and community.

LOCAL 153 IS THE UNION ESTABLISHED BY THE AMERICAN FEDERATION OF LABOR TO PROVIDE SATISFACTORY SALARIES, OPPORTUNITIES FOR PROMOTION AND REAL JOB SECURITY FOR THE OFFICE AND CLERICAL EMPLOYEES IN THE METROPOLITAN NEW YORK AREA.

Just fill out and return the attached card. No postage required. It doesn't cost you anything. These cards are treated in a confidential manner and are never seen by your employer.

Walter C. Gorray, Business Representative  
John P. Tracy, Business Representative  
OFFICE EMPLOYEES INTERNATIONAL UNION  
LOCAL 153, A. F. of L.  
265 WEST 14 STREET-ROOM 1212  
NEW YORK 11, N. Y.  
TELEPHONE: ORegon 5-8585

cciu:153  
js  
3/1/55

P. S. For further information, do not hesitate to call Union Headquarters!



THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

NEW YORK

August 13, 1955


Elmer O. Mohn  
Assistant to the General President

Dear Mr. Mohn:

I have just completed reading the account of the acceptance of the pact with the Teamsters, by Capt. William V. Bradley, in the Times Newspaper, please reply to the enclosed letter as soon as possible so I will be completely "briefed" before I have any further "talks" with the high command of the I. L. A.

As I have pointed out, time is important. I could willingly go to Washington and discuss the entire matter in detail. In fact, I think this should be done without delay so that we will all understand each other.

Respectfully yours,

  
S. M. (Bill) Byrnes,  
Secretary  
435 West 54th Street  
New York 19, New York

SMB:bm

Home Phone:  
JUdean 6-4222

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the workers, educational, legal and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce.  
To advocate and support the proposition that all of its officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

Mr Mohn

Three Years Ago The Steamship Workers Society was formed primarily to hold together the office workers together until such time as we were to ally ourselves with a large international directly or through a working agreement. And at the same time keep out those unions that we felt would not be to the best interests of our people.

At the same time our society information group was set up reaching into every steamship company on the street, the shipping association itself, the Federal Labor Relations Bureau, and the inner confines of of practically all large unions in the city.

Then the permanent Port Committee for Unionization through the Associated Steamship Office Workers was set up comprising of 80 members, from 80 steamship companies this committee has been in existence for over 2 1/2 years.

AS FAST AS ONE WOULD RESIGN  
FROM ANY COMPANY, ANOTHER  
FROM THE SAME COMPANY TOOK  
HIS OR HER PLACE. I KNOW YOU  
APPRECIATE THE TIME, LABOR,  
AND EXPENSE INVOLVED IN HOLDING  
THIS COMMITTEE TOGETHER AND STILL  
KEEP THIS INTEREST IN THE MOVEMENT.

*Indy Jones*



THE STEAMSHIP WORKERS SOCIETY OF AMERICA *Byrnes, S.M.*

DUPLICATE CHARTER APPLIES FOR

OFFICE OF THE SECRETARY

NEW YORK

July 26th 1955

*Mr Mohn*

To: All Society Members, together with the members of the Port Committee, and their pledged members of the Associated Steamship Office Workers.

It should be indicated to you that talks have been going on, and will continue with a strong ~~union~~ International, relative to the inclusion of the Associated Steamship Office Workers, within the framework of that International.

Until these talks are brought to a satisfactory conclusion you are advised by the officers of your society to ignore and resist any attempt on the part of any union or international not directly sponsored by this society to make any inroads among the office workers in the steamship industry.

*Byrnes*  
S.M. (Bill) Byrnes  
Secretary

A national and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields;  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

10-101  
FOLLOW FILE  
DATE August 7, 1955  
BY [Signature]

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

CHARTER APPLICATION ✓  
Business, S. 4m  
X

NEW YORK

July 15 1955

Mr Mohn

DEAR SIR,

I will AS You Advise Hold Off, AND Keep MY COMMITTEE WORKING UNTIL SUCH TIME AS I hear FROM YOU.

If THE I.L.W. Accepts THE PACT TENDERED BY THE TEAMSTERS, Will We Be Ready To do THEM?

INClosed IS A Report, SHOWING WHAT WE ARE UP AGAINST. THIS REPORT IS NOT FOR THE CAMPAIGN. UNLESS YOU SUGGEST SOME OF ITS PORTIONS.

I ASSUME THAT IT IS NEEDLESS FOR ME TO POINT OUT, THAT THE TEAMSTERS ALSO TOOK A BEATING. IN THE DIVERSION OF CARGO FOR NEW YORK

[Signature]  
Glenn D. Byrnes

A political and benevolent society for the protection of its members and to promote the general welfare of all of the seafarers in the steamship industry, through the creation of advisory and service committees in the workers, educational, legal and political fields;  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

STEAMSHIP AND SHIPPING TODAY  
IN RELATION TO  
LONGSHOREMEN AND STEAMSHIP OFFICE WORKERS

Steamship operators, and shipping interests started gathering experience and data regarding shipping labor, and those who labor on the docks, and in the Holds of Ships, and in their counting houses, now described as Steamship Offices, since the first time a long boat manned with one sail and slave labor shackled to the crew, put in their appearance on the Marine Highways of the world.

The finished product confronting us now is as greedy a bunch of polished polite rascals that ever graced any bargaining table, posing in the cloak of righteousness, and as the pillars of respectability and society, are ruthless in their dealings with labor, and whose main purpose is to exact all the traffic will bear through any means, fair or foul, while keeping those who work for them in check, through controlled economy in the form of wages low enough to keep them always a little bit hungry and dependent on them, but high enough to divert outright rebellion.

Working always in the manner learned through the compiled history of shipping labor, handed down through the ages, to guide them in the different methods of manipulating labor, and always working without let up against time, to offset any gains that labor may make.

Not content with their already enormous profits the Steamship operators reached out for more, by forming a World Shipping Organization, with offices at Geneva, Switzerland, and under the guise of Improved Foreign Relations induced many nations, including our own, to surrender our rate setting and import regulations to them. This is the group whose majority is represented by Foreign Shipping Interests that had the unmitigated gall to insist to the Federal Trade Commission to award all of the freight paid for by our Government for the shipment of goods under the Economic Recovery Act to them with utter disregard as to the hardship this would place on our own American Ship owners.

And through their reduced rates and, in many instances, by the application of reduction in our tariff barrier, and in competition with American labor, saturated the market with cheap European and Asiatic goods produced by cheap labor, displacing our employed and reducing the earning power of the remainder.

The Port of New York, its Longshoremen and its Steamship Office Workers lost the work on 1,245,000 tons of cargo diverted by Foreign Shipping Interests. To other Ports of Loading and Discharge, broken down this is 770,000 tons of outward freight that should have been processed by the office workers and loaded by the Longshoremen, and 495,000 tons of incoming freight that should have been processed by the office workers and unloaded by the Longshoremen. In 1954 the Port of New York handled less percentage of the general cargo volume than they have in 30 years. This is not guess work, these are facts that can be supported by records of The Port of Authority.



Page 2.

This is evidence that through the shifting of cargo to ports of their own choosing, that the World Shipping Organisation are in a position to make or break any body of labor in any port on the Atlantic Seaboard.

A striking example of the lowering of our protective tariff is reflected in the activities of a Central American Shipping Company saturating the market through the Port of Philadelphia with crude oil by nearly 20 million tons at a price cheaper than our oil companies can produce it. The effects are more far reaching than it appears. It has resulted in the displacement of thousands of railroad men, oil field workers, teamsters, and has caused great inroads in the coal industry, reducing the earning power of our labor and seriously disturbing our economic structure.

These statements about the World Shipping Organisation are facts and can be supported by records of the Federal Trade Commission.

The Bi-State Waterfront Commission by refusing the Longshoremen the right to work in the summer and time they choose are laying down an arbitrary pattern, that if allowed to continue may well affect the future working conditions of all who work for a living.

To combat these moves, labor and the men who guide labor, must brace themselves and tighten their lines and organize every conceivable marine installation in the Port of New York and all the loading and discharge ports of the Atlantic Seaboard.

*If you like this let me know, I will  
send you as many copies as you want*

*MRB*

RECEIVED  
JUL 13 8 44 AM '62  
U.S. DEPT. OF COMMERCE  
BUREAU OF MARITIME  
TRAFFIC  
WASHINGTON, D.C.

CHARTER APPLICATION ✓

X Byrnes, S.M.

July 8, 1955

Mr. Sylvester M. Byrnes, Secretary-Treasurer  
The Stevedore Workers Society of America  
435 West 54th Street  
New York 19, New York

Dear Mr. Byrnes:

I am in receipt of your latest communication in which you have posed three different propositions.

Upon due consideration and study I would suggest to you that if at all possible number two should be given your consideration and attention. In other words, it would be to the best interest of all concerned if you are able to maintain your organization until such time as this question of the ILA and the Teamsters is properly solved.

I do believe that there is a chance of such solution occurring after the A.F.L. Convention and I would sincerely suggest that this matter be held in abeyance until that time.

Sincerely yours,

Elmer O. Mohn  
Assistant to the  
General President

ROM/alb  
ELG

STRICTLY CONFIDENTIAL.

EINAR O. MOHN

ASSISTANT TO THE GENERAL PRESIDENT

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

100 INDIANA AVE. N.W.

WASHINGTON 1. D.C.

< Re CHARTER FOR ASSOCIATED  
STEAMSHIP OFFICE WORKERS >

DEAR SIR:

THANK YOU FOR YOUR LETTER IN REPLY  
TO MINE OF JUNE 25<sup>TH</sup>. AND <sup>FOR</sup> YOUR SOUND COUNSEL  
PARAGRAPH 2 OF YOUR LETTER CONTAINED  
THE INFORMATION I WANTED TO HEAR FROM YOU  
AND THE GENERAL PRESIDENT. IT HAS RESTORED  
MY CONFIDENCE, AND THE CONFIDENCE OF MY  
HARD WORKING COMMITTEE. WHICH IS COMPOSED OF  
THE BEST BRAINS AMONG THE WORKERS IN THE  
STEAMSHIP INDUSTRY. LABOR WISE AND COMPETENT  
THESE PEOPLE REALLY RUN THE STEAMSHIP <sup>COMPANIES</sup> ~~INDUSTRY~~

I FULLY REALIZE, THE ENORMITY, AND  
THE FAR REACHING POSSIBILITIES CONTAINED IN THIS  
MOVEMENT. AND HAVE NO INTENTION OF LEAPFROGGING THEM

AT THIS WRITING IT WOULD APPEAR THAT  
THE OMINIOUS THREAT, THAT HAS BEEN HANGING  
OVER THE HEADS OF CERTAIN I.L.A. OFFICIALS HAS  
NOW BEEN DISSOLVED. WHAT EFFECT THIS WILL HAVE  
REMAINS TO BE SEEN, WILL THEY RETURN TO THEIR OLD  
METHOD OF DOING BUSINESS. OR WILL THEY TURN  
PROGRESSIVE, AND BUILD A TRULY GREAT  
ORGANIZATION.



## II

The coming I L A CONVENTION should  
Indicate Their future Course

MAY I POSE THESE QUESTIONS? THEIR  
IMMEDIATE ANSWER WILL DECIDE HOW I CHART  
MY COURSE YOUR OPINION IN THESE MATTERS ARE  
OF THE UTMOST IMPORTANCE. AND I WILL BE GUIDED BY  
THEM

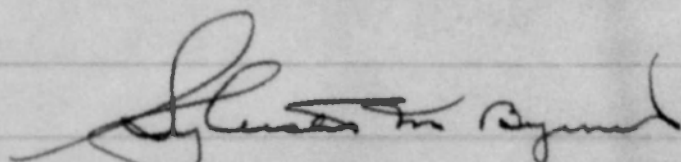
- 1 Should I IMMEDIATELY tie UP WITH THE I. L. A.  
AND START THE CAMPAIGN?
- 2 Should I wait UNTIL AFTER THE A. F. L.  
CONVENTION. AND see if the I. L. A. ARE  
GOING TO BE CONTAINED WITHIN THE TEAMSTERS?
- 3 Should I Hold UP EVERYTHING, PENDING  
A DECISION OF YOUR COMMITTEE, TO ISSUE  
A CHARTER SEPARATELY, TO THE ASSOCIATED  
STEAMSHIP OFFICE WORKERS. WITH YOUR ASSURANCE  
THAT THIS WOULD BE DONE?

THE LATTER COURSE MAY BE THE BEST. SHOULD I  
DECIDE TO ADOPT EITHER ITEM 2 OR 3. I WOULD HAVE TO  
DISSOLVE MY PORT COMMITTEE, AS I SIMPLY CANNOT CARRY  
THE NECESSARY EXPENSE. THIS OF COURSE IS DANGEROUS,  
AND MAY RESULT IN THE COMPLETE BREAKDOWN OF THE  
MOVEMENT. UNLESS YOUR OFFICE, WOULD UNDERWRITE  
THE COST OF \$50000 A MONTH. TO KEEP THE MOVEMENT  
ALIVE, UNTIL THE TEAMSTERS ARE READY TO GO AHEAD.  
IN THAT CASE. I WOULD POSTPONE ACTION UNTIL AFTER  
JAN 1st - 56

III

THE TIMING IN THIS FIELD IS VERY IMPORTANT  
IN A CAMPAIGN. EITHER ACCOMPLISH GREAT STRIDES  
BEFORE SEPT 1st OR POSTPONE ANY MOVEMENT  
UNTIL AFTER THE 1st OF THE YEAR. WHEN THE  
INDUSTRY IS THE MOST VULNERABLE. DUE TO THE  
PRACTICE OF SOME STEAMSHIP COMPANIES PAYING  
A YEAR END OR CHRISTMAS BONUS.

PLEASE ANSWER DEFINITELY YES OR NO  
TO THESE QUESTIONS. SO WE KNOW EXACTLY WHERE  
WE STAND, I CAN'T AFFORD TO MAKE ANY MISTAKES  
THERE IS TOO MUCH INVOLVED, AND YOUR  
ANSWERS WILL BE HELD IN THE STRICTEST  
CONFIDENCE BY ME ALONE THAT IS WHY  
I AM WRITING THIS LETTER IN LONG HAND

  
SECRETARY AND TREASURER

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

435 WEST 54TH ST

NEW YORK 19 NEW YORK

✓ ADMINISTRATIVE FILE

Charters

X Byrnes, S. M.

X

June 28, 1955

Mr. Sylvester H. Byrnes,  
Office of the Secretary  
The Teamship Workers Society of America,  
433 W. 54th Street,  
New York, New York.

Dear Mr. Byrnes:

I am in receipt of your letter of June 24th, wherein you indicated that you are desirous of an immediate acknowledgment by the International Brotherhood of Teamsters.

At this time it must be indicated to you that there are discussions continuing between the Longshoremen and the Teamsters, which have a vital effect on the operation and organization with which you are personally concerned.

I would suggest, in keeping with sound logic, that you give this matter consideration previous to your taking action that could possibly result in jeopardy to the objectives of your organization.

Sincerely yours,

Einar O. Mohn, Assistant  
to the General President

EOM:b



THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

NEW YORK

June 25, 1955

Mr. Dave Beck  
General President  
International Brotherhood of Teamsters  
100 Indiana Avenue N. W.  
Washington, D. C.

RE: Charter for Associated Steamship  
Office Workers

Dear Sir:

Some time in March I applied through The Committee for Waterfront Organization for a charter, to cover and organize the Steamship Office Workers in the Port of New York and all the Loading and Discharge Ports on the Atlantic Seaboard.

Since that time my committee have been very busy, every Steamship Company and its allied industries, and every shipper of goods from Portland, Maine to Houston, Texas, have been indexed and cards made out. This project took 4 months to complete and this is what they came up with:

11,000 Companies engaged in Ocean Traffic  
137 Steamship Companies in New York  
10 Steamship Operating Companies in New York  
22 Steamship Brokers & Operating Companies in New York  
37 Stevedoring Companies in New York  
156 Custom House Brokers in New York  
65 Marine Warehouse (Offices only)  
416 Freight forwarding and Marine Shipping Companies (Offices only)

Up to the present I have had no word from your committee on Waterfront Organizations with the exception of a letter from Mr. Mohr notifying me of the receipt of my application. I offered to go to Washington and present the office workers case to your office, this also fell on deaf ears.

There are from 15 to 20 thousand people involved and I have a standing committee of 80 members from 80 steamship companies, that I have maintained at a great personal expense.

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services for service performed for their Country in time of war.

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY

NEW YORK

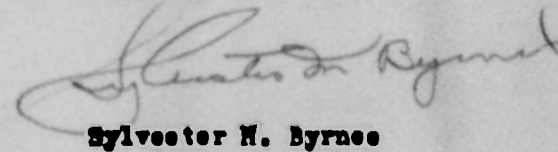
Mr. Dave Back  
General President  
International Brotherhood of Teamsters

June 25, 1955  
Page 2.

Some time in the very near future with or without the support of the International Brotherhood of Teamsters, I intend to start my campaign for the organization and control of the steamship office industry. We have waited long enough.

I would appreciate some word from you before that time. I believe I have made my position clear as to my feelings toward the International Brotherhood of Teamsters.

Respectfully,



Sylvester H. Byrne

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry.  
Through the creation of advisory and service committees in the various, educational, labor and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce.  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.

205

Committee on Waterfront Organizations

International Brotherhood of Teamsters

100 Indiana Ave N.W.

WASHINGTON, D.C.

ADMINISTRATIVE FILE

Charter

- X Byrnes, S. M.

X

Re Charter for Associated

Steamship Office Workers Union

Gentlemen;

For quite some time now the Port Committee of the Associated Steamship Office Workers, have been working on the question of admitting or organizing the office workers in the trucking and freight carrying industry, not connected with rail roads.

A survey was requested, on actual union participating personnel, and it was found that it was just as fertile as the steamship industry. The committee felt, that in the firms, where the drivers were members of the International Brotherhood of Teamsters, that these units would be relatively easy provided of course, that we had a charter from the International.

It was felt that after we had infiltrated the firms, organized by the Teamsters, the non union firms, <sup>otherwise</sup> would fall in line, anyway, leaving their drivers open and susceptible to enrollment in a local of the International Brotherhood of Teamsters.



II

Traffic is Traffic whether on Land  
Sea or Air. Preparation and Disposition  
of Paper Work is quite similar, in Steamship,  
Overland Trucking, and Air Cargo, in Manifests,  
Bill of Lading, Ratmas, and Itineraries.  
These Industries, are Related in that Respect,  
Contrary to the Opinion by Labor  
That the White Collar Man was something different  
that could not be approached in the same manner  
and Method as that used in organizing Industry.  
It has been proven by us that they are  
just as susceptible to mob psychology  
and applied psychology, as any workman  
if not more so. They too, want you to  
tell them the things they want to hear,  
They don't want to listen to the papa  
knows best routine. Every man or woman  
wants to believe that they alone know  
what is best for them, Let it stay that way

111  
THIS UNION COULD VERY EASILY  
HAVE A NEW YORK ENROLLMENT OF 30,000 MEMBERS  
IF WE WERE ALLOWED TO TAKE IN THESE TRUCKING  
AND OVERLAND HAULAGE FIRMS

I SINCERELY HOPE THE COMMITTEE REACHES  
A FAVORABLE DECISION IN THE VERY NEAR FUTURE  
AS MY PEOPLE ARE BECOMING SOMEWHAT  
IMPATIENT AT THIS LONG UNEXPLAINED DELAY

I REALIZE THAT YOUR COMMITTEE MAY  
WANT TO HOLD UP DECISION, UNTIL AFTER  
THE A.F.L. CONVENTION IN SEPTEMBER, ~~1942~~  
DUE TO OTHER CONSIDERATIONS THAT IT MAY HAVE  
A BEARING ON OUR EVENTUAL STATUS.

TO DISREGARD OUR REQUEST FOR  
A CHARTER AND SUPPORT WOULD IN MY  
OPINION, WOULD BE A SERIOUS SET BACK  
FOR A SINCERE GROUP OF WELL MEANING  
PEOPLE, THAT THEY DON'T DESERVE.

I WOULD LIKE VERY MUCH TO HAVE  
SOME ASSURANCE FROM YOUR BOARD, AS TO  
OUR PRESENT STATUS

HOME PHONE

WADSON 6-4402

Respectfully

S. M. (PHIL) BYRNES

405 West 54th St

New York 19 New York

THE STEAMSHIP WORKERS SOCIETY OF AMERICA

STATE CHARTER APPLIED FOR

OFFICE OF THE SECRETARY  
435 West 54th St  
New York 17, N.Y.

NEW YORK

APRIL 30, 1955

Mr. GRAHAM  
INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
WASHINGTON D.C.

< Re CHARTER FOR THE ASSOCIATED  
STEAMSHIP OFFICE WORKERS >

DEAR SIR:

I hope the attached CONFIDENTIAL REPORT  
will give a clear insight of conditions within the  
obstacles that confront us.

OURS HAS BEEN A LONG RANGE PLAN. THIS FORMATION  
OF THIS SOCIETY, HAD A TWO FOLD OBJECT. A CATCH ALL, FOR  
STEAMSHIP AND MARINE PERSONNEL, AND A POLITICAL ARM  
TO PROTECT OUR INTERESTS. THIS SOCIETY HAS BEEN IN  
EXISTENCE QUIETLY FOR SOME TIME, WITH A PRESENT MEMBERSHIP  
OF BETWEEN 5-6 THOUSAND, AND WILL BE A BIG FACTOR  
IN THE ORGANIZATION, AND THE PERMANENT RETENTION, OF SUCH

THE PORT COMMITTEE OF THE ASSOCIATED STEAMSHIP  
OFFICE WORKERS HAVE THE INSIDE TRACK, AND HAVE AT THEIR  
FINGERTIPS THE VITAL INFORMATION NECESSARY FOR THE  
SUCCESSFUL TERMINATION OF THEIR DRIVE, WHEN IT GETS  
UNDER WAY

Shirley M. (Bill) Gyms  
Secretary & Treasurer

A political and benevolent society for the protection of its members and to promote the general welfare of all of the workers in the steamship industry, through the creation of advisory and service committees in the welfare, educational, legal and political fields.  
To advocate and support the movement to interest the general public in the expansion and maintenance of our American Merchant Marine to its place of second-to-none in world commerce;  
To advocate and support the proposition that all of the officers and all of the men who serve in our merchant marine fleet during wartime be extended the same rights and privileges enjoyed by other members of the Armed Services, for service performed for their Country in time of war.



Strictly Confidential

Mr Graham  
Asst to Einar Mohn  
INTERNATIONAL Brotherhood of Teamsters  
100 Indiana Ave N.W.  
WASHINGTON, D.C.

<Re Charter for the Associated  
Stevedore Office Workers>

Dear Sir

Thank you for your courtesy on  
my call to your office. As you know LARG  
Groups are sometimes hard to hold in check  
I have held them in check for quite  
some time, and of course I will continue to  
do so.

I would like to point out, that  
for some years now I have been trying  
to "wrestle" a charter from the I. L. A.  
without much success. Of course I have had  
a lot of courtesy, and a lot of "runaround"  
This of course does not bring a union  
into being. I will say again that we  
the Port Committee have felt that this charter  
was withheld, by short sightedness on the part  
of the old regime, and of course other reasons  
that I would not care to discuss, on paper.

## II

The New Regime. Mr Bell AND Mr Murphy While NOT IN DIRECT CONTROL. Nevertheless HAVE <sup>quite</sup> SOME POWER, AND OUTWARDLY SEEM TO SUPPORT MY VIEWS AND AGREE THAT THE OFFICE WORKERS SHOULD HAVE BEEN ORGANIZED LONG AGO. These ARE THE PROGRESSIVES. Whether OR NOT THEY CAN SWAY THE BALANCE OF AUTHORITY REMAINS TO BE SEEN.

If THE I.L.A. WERE TO BE GRANTED A CHARTER FOR ALL MARINE WORKERS BY THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS WOULD THEY STILL WITHHOLD. A CHARTER FOR THE OFFICE WORKERS? I STILL FEEL THAT JOE RYAN IS CALLING THE SHOTS. AND FIRING THE BOILERS FOR THE I.L.A. THRU CAPT BRADLEY AND "PACKY" CONNELLY. THIS MAN CONNELLY HAS BEEN MY STANDING BLOCK UP TO THE PRESENT.

Mr Bell AND Mr MURPHY ASSURE ME THAT THIS CAN BE OVERCOME. BUT OUTSIDE OF THEIR ASSURANCE I HAVE NOTHING TO GO ON.

FROM WHERE I SIT THE ONLY SOLUTION I CAN SEE. IS THAT IN THE EVENT THAT A CHARTER FOR ALL MARINE WORKERS IS AWARDED TO THE INTERNATIONAL LONGSHOREMEN. IS TO REQUIRE THEM AS A CONDITION. TO ISSUE A CHARTER TO ME FOR THE ASSOCIATED STEAMSHIP OFFICE WORKERS. A CHARTER OR YOUR OFFICE TO ISSUE A CHARTER TO ME FOR THE PURPOSES OUTLINED IN MY APPLICATION

ADMINISTRATIVE FILE

Charter

X Byrnes, S.M.

X

Strictly Confidential

File  
EINHARD MAHN,

Asst to The General President

{ Re Charter for The Associated Steamship  
Office Workers }

Dear Sir:

Attached are Confidential Memo's and organizational  
Notes sent out from time to time by me to my  
Port Committee Men, These are for their information  
so they will be thoroughly schooled as to what  
we are up against, this of course does not  
reflect the material that would be used in  
an organizational drive. As I feel that  
no point is gained by getting the opposition  
needlessly aroused, by exposing embarrassing  
facts about them. Unless of course they get  
too rough, calling them names, and having them  
call us names in return. Is not getting at the meat  
of the situation, namely to thoroughly organize  
the industry on a firm permanent basis.  
To put up a good fight and to have lost, does  
not get us anywhere. I have studied this whole  
situation for years, and know exactly how to  
what the overall situation is, its weaknesses  
and its strong points.

The balance of power will remain  
in the Port of New York will be captured by the  
International Brotherhood of Teachers. By admitting  
supporting and to help <sup>in organization</sup> ~~organization~~, and thereby



Making The Associated Steamship Office Workers into  
~~the~~ an influential arm of the already powerful  
International Brotherhood of Teamsters.

~~At present~~

My plan and honestly believe is a sound  
one. Is to create a Joint New York Port Labor  
Council. To be comprised of.

"The International Brotherhood of Teamsters"

"The International Longshoremen's Association"

"The Associated Steamship Office Workers"

~~Please remember~~

To have all contracts of the above  
to terminate and to be renewed at the same  
time thereby presenting a solid labor front  
that cannot under any circumstances be defeated

As I pointed out in one of my letters, ~~properly~~  
organized. The Associated Steamship Office Workers  
will have equal strength in New York and  
the outports as the Longshoremen Association  
The numerical strength is the same and  
has remained the same for the past 25 years.

Respectfully,

Sgt. (Bill) Byrnes

435 West 54<sup>th</sup> Street

New York 19 New York

ORGANIZATIONAL NOTES

COPIES TO INTERESTED PARTIES.

XXXXXXXXXXXX organizational literature stressing the abuses of the Steamship office worker and other workers in the Maritime and Shipping Industries should have top billing! including the forced use of Steamship Office Personnel by Casard, Isbrandtsen, Ward, Luckenbach, and others, to carry baggage, load and unload certain cargoes. To the personal embarrassment of the white collar man who is forced under threat of dismissal to work against the best interests of the dock worker in performing work in their stead, and the attempt thru this medium to break the backbone of organized labor in the most recent dock disputes.

Awake the public to the fact that the life's blood of our U. S. shipping and commerce is being drained by foreign shipping interests, many under the thin disguise of so-called American controlled companies, who now control 90% of outward and inward commerce in New York and this Nation's other outports, controlled, dominated, and exploited for all that the traffic will bear by the foreign ship operators and foreign shipping interests, and who had the audacity to ask the Federal Trade Commission to award all of surplus and lease-hold equipment being sent to foreign nations, whose cost of shipment is also paid for by this Government to be given solely to them without thought of the American shipper, and who are right now exploiting our American labor in a ruthless and brutal manner and to the limit of its endurance, and by grabbing everything in sight by forming their own brokerage, stevedoring, freight forwarding and even insurance companies, also under the disguise of American owned and controlled companies, to get around the law, and to further isolate the chances of any American businessman to participate gainfully in any of their enterprises.

This then is that fine upstanding group of polished rascals, presenting a united front, who for the last decade have been calling our longshoremen, thieves, robbers, chiselers, and all-around no good (independent) useless loafers. Judging from the standards of what they have been getting away with as under they save nothing but contempt for all that is American. Looking down from his past house on the top of the citadel of special privilege of the Casard Building at 25 Broadway, Brigadier Herdy must feel the man on the street of this American city is indeed very small. Well we put him there! Now, we'd better be getting real busy cutting him down to size. We should pull out all the stops completely. Stopping short of libel. And set a goal of 20,000 to 25,000 new members here in New York. Expand the Longshoreman and the Steamship office workers in every shape, manner and form, and complete this expansion within the balance of the present 2 year contract.

The entire shipping area should be flooded and worked thru letters and personal contact to the saturation point. Every conceivable Maritime Enterprise including Maritime Warehouses should be brought under close scrutiny, using all the time and effort of all of our available resources and friends and all of the money that can be spared to present a united membership, greater by 25,000 additional local membership by the end of our 2 year contract, than it was at the inception of the 2 year period.

- 2 -

The Longshoremen must never again be vulnerable to attack from all sides and so near to disaster as it has been in the near past. The Longshoremen's Association has earned its spot in the sun here in New York. Let us be damn sure once and for all that it stays that way.

BILL BYRNES.

ORIGINAL DEPOSITED

DEPT. OF JUSTICE

MAY 11 1964

RECEIVED

RECEIVED



February 25th, 1955.

CONFIDENTIAL

TO ALL PORT COMMITTEES, SUB COMMITTEES AND OTHER INTERESTED PARTIES:

Let's bring out in the open some pertinent facts about the Shipping Association and the man who really runs it and the Harbor here in New York.

*Guinness* — Brigadier Hardy of the Comard Line is the head man and the boss of the business. Parsons and the Comard combine, in this country and incidentally is the largest shipowners combine in the world.

The Shipping Association here in New York is really a Shipowners Union under a fancy name whose dues run into thousands of dollars per year per member and whose primary function is to extort all the traffic will bear from the shipper of goods, the manufacturer and the ultimate consumer, and also those who work for them in any capacity.

The Shipping Association is definitely under the thumb of Hardy and his cronies and the American shipper being in the minority has little to say as he is hopelessly outvoted by the foreign shipping interests.

This Chocolate Soldier who never fought any battle except from a swivel chair and whose only claim to fame is his exploitation of labor, and who recently took a second licking from the Longshoremen of England who overthrew the principle of forced overtime, which was in force since the days of the sailing vessels. This is the man who is responsible for the Long Range policy of the so-called Shipping Association.

He was confronted with a two pronged drive for control of the Harbor by two different Unions. So to seal out for all time the I.A.L. he consented to a closed shop for the I.L.M. This was not done for any love for the I.L.A. or its members, but for a selfish reason, so that they, that is, the Shipping Association, (if you want to call them that) could center on the destruction of the remaining factor which is the I.L.A.

This is what they are working for and scheming day and night to accomplish, to ultimately create what they call a free port in New York. That is, free from interference from any labor group.

It has come to the attention of many of you that the personnel men of many of our Steamship and Stevedoring and Operating Companies have been in close contact and consultation with the Waterfront Commission for the past two or three months. This certainly is not doing our friends, the Longshoremen, any good.

Please testify as through the usual channels any further activity in this field.

Bill Byrnes.

NY 000 100 1-00 000 1000

Telephone WHitshell 3-2100



# ROYAL NETHERLANDS STEAMSHIP COMPANY

KONINKLIJKE NEDERLANDSCHE STOOMBOT MAATSCHAPPIJ N.V.

ESTABLISHED 1854

AMSTERDAM (HOLLAND)

PUNCH, KIDY & CO., Inc.  
Freight Agents

25 BROADWAY  
NEW YORK 4, N. Y.

Cable Address:  
"PUNCH" NEW YORK

CODES  
A. B. C. SH. IMPROVED  
BENTLEY'S, SCOTT'S  
R. M. S. & CO. PRIVATE

ADMINISTRATIVE FILE

SINAR O. MOHN  
Asst. to the General President  
INTERNATIONAL BROTHERHOOD OF STEAMERS

Charter  
X Bygone, S. M.  
X

Dear Sir:

Re. Charter for Associated Steamship  
Office Workers

Thank you for your letter my only concern  
was to be sure you had received the application  
as I had given it to someone else to mail,

We have tried for a few years to  
have the Local I. L. A. grant us a charter,  
without success. We have always felt that  
they withheld the charter to increase their  
bargaining power with the N. Y. Shipping Board.  
We have no objection of tying up with the  
I. L. A. if that is your wish.

I would like to point out at this time  
that I am also Secretary of the Associated  
Steamship Workers Society with a membership  
of over 5000. At the present time we are  
engaged in obtaining a state charter for same  
which has been promised by the Secretary of  
State for the State of New York.

NY 652 10M 544 DEC 1932

Telephone WHIrrell 3-2100



## ROYAL NETHERLANDS STEAMSHIP COMPANY

KONINKLIJKE NEDERLANDSCHE STOOMBOOT MAATSCHAPPIJ N.V.

ESTABLISHED 1864

AMSTERDAM (HOLLAND)

PUNCH, EDTS & CO., Inc.  
Freight Agents

25 BROADWAY  
NEW YORK & N. Y.

Cable Address:  
"PUNCH" NEW YORK

CODES  
A. B. C. 5th IMPROVED  
BENTLEY'S, SCOTT'S  
R. N. S. S. CO. PRIVATE

II

THIS GIVES US A POWERFUL WEAPON IN  
ORGANIZATION OF THE STEAMSHIP OFFICE WORKERS

I WOULD INDEED BE PLEASED TO GO TO  
WASHINGTON IF YOU OR THE GENERAL PRESIDENT  
SO DESIRED, TO CONVINCE YOU WHY I SHOULD  
BE GRANTED A CHARTER.

Sincerely yours  
Shirley M. Byrnes  
435 West 54th Street  
New York New York

GENERAL PRESIDENT  
OFFICE OF

MAR 30 8 32 AM 1932

OFFICE OF  
RECEIVED



CABLE ADDRESS "PUNCH"

CODES: BDE, BENNETT, SCOTT, WATKINS A BC 5TH & 6TH EDITION IMP

ADMINISTRATIVE FILE

Royal Netherlands S.S. Co

Blue Funnel Line

Port Line

Scandinavian Line

Indian Line

DeLarosa Line

South African Line

*File*

*Punch, Edge & Co.*

INCORPORATED

*Steamship Agents & Ship Brokers*

*25 Broadway*

*New York 4, N.Y.*

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

100 INDIANA AVE N.W.

WASHINGTON, D. C.

Attention Committee on Waterfront Organization

Gentlemen!

Recently I forwarded to your office an  
Application for a charter for "The Associated  
Steamship Office Workers of America"

I would appreciate a confirmation of  
Receipt of this Application or some indication  
of what Disposition your Committee has in mind for  
this Application

Please treat the entire matter  
Confidentially and send all inquiries to me at  
my home

S. M. DUKES

435 West 34th St

New York 19 New York

Port Chairman

ASSOCIATED STEAMSHIP OFFICE WORKERS

March 14, 1955

Mr. S. M. Byrnes  
435 West 54th Street  
New York 19, New York

Dear Mr. Byrnes:

This is to acknowledge receipt of your application for charter to this International Union.

At the present moment this matter pertaining to the organization of the group of people you mention, and issuance of such charter that you have requested, is being given consideration by our organization.

At such time as some determination is made in the relatively near future you will be so informed as to the decision of this office.

Sincerely yours,

Winer O. Mohn  
Assistant to the  
General President

WOM/ab  
RLG

The International Brotherhood of Teamsters  
100 Indiana Ave N.W Washington D.C  
Attention

Committee on Water-front Organization

"Application for Charter"

A Charter is Respectfully Requested  
To Cover The Herin Described Union.  
Its Intentions And Purposes. To Be Known  
As

"The Associated Steamship Office Workers  
Of America."

It is Respectfully Requested That This  
Charter Be Granted By The National  
Office of The International Brotherhood.  
In View of Its Nature.

A Union To Embrace All Non-Supervisory  
Personnel Employed In The Offices of The  
Steamship Companies, Ships Brokers, Custom House  
Brokers, Ships Chartering Firms, Stevedoring and  
Operating Firms, Freight Forwarding Firms,  
Import and Export Firms and The Traffic Depart-  
ments of Industrial, Manufacturing, Sales, and Service  
Organizations, Engaged In The Shipment and  
Transport of Goods on Ocean Going or Coast  
Wise Vessels In The Port of New York, and  
All Loading and Discharge Ports on The  
Atlantic Seaboard



This Charter is Requested By the Following  
Named Applicants

Si. M. BYRNES	435 West 54 <sup>th</sup> St NYC
John P. McCue	429 66 <sup>th</sup> St NYC
Curtis W. Fisher	530 West 186 <sup>th</sup> St NYC
Robt Lee Heastr	42 West 72 <sup>nd</sup> St NYC
Phillip F. Bundo	105 Seaview Ave Staten Island NY
Donald A. Diorio	717 Pelham Ave Staten Island
L. A. Lopez	1141 Tiffany Street NYC
Anthony Giandonelli	40 McFarland Ave Staten Island
Hector Madinez	1340 Wilkins Ave NYC
Sergio Garbin	1040 Fox Street NYC
George Gerding	850 Halsey Ave NYC
Robert M. Kraehnam	541 72 <sup>nd</sup> Street Brooklyn
Vincent E. Scott	581 East 24 <sup>th</sup> St Brooklyn
William P. Doherty	104-62 129 <sup>th</sup> St Richmond Hill
Robert Ginnell	270 20 <sup>th</sup> Street Brooklyn
Joseph V. Hende	34-36 35 <sup>th</sup> Street Long Island
James Healy	228 89 <sup>th</sup> Street Brooklyn NY
Vincent Scimino	503 DeKalb Ave Brooklyn
George Gunderson	582 69 <sup>th</sup> Street Brooklyn
Walter Simmons	1280 Forest Ave Staten Island
George A. Sylvester	110-20 71 <sup>st</sup> Ave Forest Hills
Harold E. Heger	223 40 <sup>th</sup> Street NYC
Richard Williams	1414 Park Ave. Weehauken NJ
Richard Bianchi	31 White Plains Ave Staten Island
Clarence Joseph Lisk	15 Palliac Street Staten Island
Richard Healy	534 Jefferson Blvd Staten Island

The Move to organize the offices of the Steamship Industry, is Not An Abortive One, Not A flash in the Pan. But A Well Organized Thoroughly Planned Movement, By A Port Committee, Comprised of Men and Women from Every Steamship Company on the Street. This Port Committee of 80 Members Has Been in Working Existence for Over 2 Years and Now Have a following of over 1000 Steamship People

Here Are the Potentials

8000	Steamship Offices
1000	Stevedoring "
500	Custom House Brokers offices
500	Ships Charters "
1000	Large Freight Brokers Offices
3500	Small Freight " "
1000	Export and Import "
4000	Traffic Depts, Manufacturing, Industrial, Sales and Service Organizations

This is in the Port of New York Alone and Do Not Include Out Ports, These figures are the Result of A Physical Check by Committee Members. Not An Estimate

The Ratio of Men Employed on the Piers and Office Employees of the Steamship Companies Have Varied Very Little in the Past 20 Years The Working Strength of the Longshoremen and the Office The Same. Give 100 One Way or the Other.

The office workers in the shipping, steamship and its allied industries are definitely not "the professional office worker" and should not be considered as such, they are a skill and profession of their own, namely "ocean traffic" and will not associate themselves under any circumstances with the office workers union. They insist on their identity as steamship office men and desire a union identified as such.

We believe, we ~~have~~ know how to properly organize the industry. What we want is the implements to organize with.

The steamship office workers have resisted frequently in the past few years all attempts to organize them into unions not identified with their occupation.

Their main trouble of course is their inability to up to the present to tie in with a union or international with stability and bargaining power sufficiently strong to guarantee reasonable future security. The committee feels the International Brotherhood can give us that.



AN ABORTIVE ATTEMPT TO ORGANIZE AND GRAB THE ENTIRE SHIPPING OFFICE MEMBERSHIP WAS MADE RECENTLY, BY INFILTRATING THROUGH ONE OF OUR UNITS, IN THE HOPE THAT BY DOING THIS, AND WINNING ONE OFFICE, THAT THE OTHER UNITS, WOULD FALL IN LINE. THIS WAS SOUND REASONING, AND WOULD HAVE SUCCEEDED HAD THE COMMITTEE NOT ADVISED OUR MEM TO PULL BACK AT THE LAST MOMENT. AS WE FELT WE WERE TYING UP WITH THE WRONG LEADERSHIP, WHO DID NOT HAVE AN INFLUENCE AND STANDING IN THE INDUSTRY THAT IS CONSISTANT WITH THE NEEDS. THE BARGAINING POWER, AND SEASONED STABILITY, NECESSARY TO BRING THIS CAMPAIGN TO A SUCCESSFUL FINISH.

TO CAST OUR LOT WITH THE INTERNATIONAL TEAMSTERS IS OF COURSE TO OUR ADVANTAGE AND WILL ULTIMATELY BENEFIT THE TEAMSTERS BY INCREASING THEIR PUNCH AND STRENGTH.

THE TEAMSTERS AND THE LONGSHOREMEN IMPEDENT OCEAN TRAFFIC BY THE DELIVERY OF THE GOODS AND THE LOADING OF THE CARGO WITHOUT THEM THE SHIPS CANNOT SAIL. STATEMATE

THE STEAMSHIP OFFICE WORKERS MANIFEST AND SERVICE THE SHIPS PAPERS, AND SHIPS MANIFEST, WITH OUT THESE PAPERS THE SHIP MAY SAIL, BUT CANNOT DISCHARGE ANY CARGO. ALSO STATEMATE.

IT HAS BEEN DETERMINED BY ACCOUNTANTS AND AUDITORS IN OUR PORT COMMITTEE THAT THE ACTUAL COST FOR THE ORGANIZATION, AND QUALIFICATION OF THE VARIOUS UNITS, WITHIN THE FRAMEWORK OF THIS UNION WILL BE BETWEEN 15 & 20 THOUSAND DOLLARS FOR A 6 MONTH CAMPAIGN. MY ESTIMATED COST IS BETWEEN 25 AND THIRTY THOUSAND. WITH THE ACTIVE PARTICIPATION OF OUR COMMITTEE MEN AND FRIENDS WHO WILL DONATE THEIR TIME FREE,

THIS UNION WILL HAVE FROM 100 TO 200 UNITS IDENTIFIED BY THEIR FIRM NAME WITHIN THE FRAMEWORK OF ONE UNION. THE ASSOCIATED STEAMSHIP ~~AND~~ OFFICE WORKERS OF AMERICA, EACH UNIT WILL ELECT THEIR OWN SHOP STEWARDS, AND ONE MEMBER OF THE PORT COMMITTEE. THIS COMMITTEE THRU THEIR PERMANENT CHAIRMAN OF THE PORT COMMITTEE, WILL ELECT THE OFFICERS OF THE UNION. THE DUES OF EACH UNIT WILL BE PAID THRU CHECK OFFS TO THE ASSOCIATED STEAMSHIP OFFICE WORKERS. THIS ELIMINATES THE ISSUANCES OF MONTHLY CHARTERS AND THE NUISANCE OF 100 TO 200 DIFFERENT AUTHORITIES.

AN ATTEMPT TO ORGANIZE THIS INDUSTRY WITH HAPHAZARD METHODS ~~WITH~~ <sup>AND</sup> THE EXPENDITURE OF PEANOTS, WOULD BE A USELESS WASTE OF TIME, EFFORT AND MONEY. BESIDES THE DISAPPOINTMENT OF FAILURE TO OUR FOLLOWERS.

The Potential Income From Dues Alone  
Amount To 1/2 Million Dollars Per Year

We Would Much Rather Have The  
International Brotherhood Underwrite The  
Cost Of The Organization Of The STEAMSHIP  
Office Workers, Such Money To Be Returned  
With Reasonable Interest By Setting Aside  
50% Of Dues Received Until Such Time As  
The Cost Of Organization Had Been Fully  
Returned

We Prefer This Plan To Outside  
Financing.

Outside Financing Would Involve  
Large Interest, Pinning Down <sup>TOTAL</sup> INCOME  
Until The Principle And Interest Was Paid.

And Involves Outside Supervision Of Accounts,

Nevertheless, We Can If Necessary  
Arrange For Outside Financing. At The  
Present We Have No Debts, As All Current  
Expense Has Been Absorbed By The  
Port Committee

Please Address All Communications  
To  
SM BYRNES  
Port Chairman  
Associated Steamship Office Workers  
435 West 54<sup>th</sup> Street  
New York 19 New York



It is Respectfully Requested That All  
 of The Proceedings Relative to this Charter  
 or Any Further Investigations, Necessary  
 Be Contained Within The National Office  
 As Negotiations With Local Agencies  
 Have A Very Awkward Habit of Leaking  
 Thru to The Ship Owners Here in New  
 York. This is Not to<sup>be</sup> Construed as Any  
 Reflection on The Local Teamster Authorities  
 We Were Not Sure Just Who to See in  
 New York. We Are Aware of The Possible  
 Inclusion of The I.L.A. in The Teamsters,  
 We Are Not Tied Up With Any Union and  
 Have Made No Commitments or Guarantees  
 to Any One. Any No Agency Can Speak  
 for Us or Claim Our Support or Membership.  
 I Am Not Acting on My Own, But With  
 The Support and Desires of The Port Committee  
 of Which I Am the Elected Chairman

*James M. Ryan*

FOR YOUR INFORMATION ONLY

RECEIVED  
 MAY 10 1962  
 PORT COMMITTEE  
 NEW YORK